

Transporting the Public:

Statewide Action
Planning Forum

Data and Discussion Guide

June 3, 2009
Montpelier, VT



Organized and facilitated by the Snelling Center for Government
*Fostering responsible and ethical civic leadership, encouraging
public service by private citizens, and promoting informed citizen
participation in shaping public policy in Vermont.*



HOSTED BY

AARP Vermont with:

CO-CONVENERS

Chittenden County Transportation Authority
Champlain Islanders Developing Essential Resources, Inc. (C.I.D.E.R.)
Green Mountain Transit Agency
NRG Systems
Resource Systems Group, Inc.
Smart Growth Vermont
UVM Transportation Research Center
Vermont Association of Area Agencies on Aging
Vermont Association of Planning and Development Agencies
Vermont Bicycle & Pedestrian Coalition
Vermont Center for Independent Living
Vermont Natural Resources Council
Vermont Rail Action Network

FACILITATORS

Mel Adams
Dale Azaria
Ludy Biddle
Allison Hicks
Jim Masland
Johanna Miller
Bushrod Powers
Brian Shupe
Joe Speidel
Karyn Vogel

PRESENTERS (*in order*)

Paul Costello
Karen Glitman
John Zicconi
Karla Munson
Abby White
Suzanne Kelley
Jim Condos

FROM “PUBLIC TRANSPORTATION” TO “TRANSPORTING THE PUBLIC”

THE OPPORTUNITY

A convergence of factors—changing demographics, environmental impacts, increasing gas prices, state transportation funding shortfalls and new federal funding possibilities—make this an opportune time to transform how we think about and provide transportation to the public. Discussion of “public transportation” in Vermont is often limited to fixed-route public buses and fails to include the wide array of existing transportation assets that could be part of an integrated system for transporting the public.

THIS PROJECT

On behalf of the AARP, the Snelling Center for Government is managing a three phase project in 2009 to consider how we can effectively utilize and integrate the full range of financial and physical transportation assets in Vermont to:

- increase mobility;
- reduce cost;
- protect the environment;
- reduce congestion and commute times; and,
- foster economic development.

Phase One: *Craft a set of principles that reflects the integration of a variety of interests*

Convene a small multi-stakeholder group to develop a set of shared principles and define desired results.

Three planning sessions were held on February 9, March 5, and April 19 with participation from Champlain Islanders Developing Essential Resources, Inc. (C.I.D.E.R.), Chittenden County Transportation Authority, Area Agency on Aging for Northeastern Vermont, NRG Systems, Resource Systems Group, Inc., Smart Growth Vermont, University of Vermont Transportation Research Center, Vermont Association of Planning and Development Agencies, Vermont Bicycle & Pedestrian Coalition, Vermont Center for Independent Living, Vermont League of Cities and Towns, Vermont Natural Resource Council, Vermont Rail Action Network, and the Vermont Superintendents Association.

Phase Two: *Hold a statewide visioning and action planning forum: June 3, 2009*

Engage a broad cross-section of Vermont agencies, institutions, organizations and individuals in reviewing the principles, crafting a vision for an integrated statewide system for transporting the public, and identifying possible public policy changes to support this vision.

Phase Three: *Create policy objectives to move from vision to action*

Review outcomes of the forum and identify strategic policy changes and alliances that would transform the way we organize, manage and fund the full range of assets in Vermont to transport the public; present these policy actions in a report to the participants of the statewide forum and members of the Vermont State Legislature.

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I. FORUM OVERVIEW

I. 1. OBJECTIVES

- Identify common values and principles to guide the ongoing development of Vermont’s system for transporting the public
- Generate a list of specific policy ideas and actions items to improve our system of transporting the public
- Identify opportunities for continued work among interested groups to advance state, federal and local policy

I. 2. AGENDA

10:00 Welcome and Opening

Jennifer Wallace-Brodeur, AARP

10:15 A Different Vision: From “Public Transportation” to “Transporting the Public”

Paul Costello, Vermont Council for Rural Development

Karen Glitman, Transportation Research Center, University of Vermont

John Zicconi, Vermont Agency of Transportation

A new vision of public transportation is needed to improve mobility, support a robust economy, ensure healthy communities and protect our natural environment. This opening session will describe the transition needed, existing assets, and opportunities if we expand our vision and planning from “public transportation” to “transporting the public.”

10:45 Key Principles in Moving People and Moving Forward

In small group discussions participants will explore key values and principles to underpin our system for transporting the public in the future.

11:45 Interesting Innovations and Possibilities

Karla Munson, Hinesburg Rides, and Abby White, NRG Systems

Suzanne Kelley, Vermont Department of Health

Jim Condos, Vermont Gas Systems, Inc.

This session will highlight creative programs that are cropping up in Vermont to improve mobility, creatively use public funding and assets, tap private assets and volunteers, and integrate transportation planning with community design.

12:15 Lunch

1:00 Generate Action Ideas for a New System for Transporting the Public

In small groups, participants will identify policies, programs and actions that will increase mobility, access, quality, and the range of transportation options available while supporting a robust economy, ensuring healthy communities and protecting our natural environment.

2:15 Break

2:30 Vote on Key Action Ideas

Using I-Clicker technology, participants will vote on the key action ideas generated in the small group discussions.

3:15 Outline Next Steps

Participants will identify interest and next steps in pursuing the actions.

3:30 Adjourn

II. A DIFFERENT VISION: FROM “PUBLIC TRANSPORTATION” TO “TRANSPORTING THE PUBLIC”

II. 1. Public Opinion Data

II. 1. A. AARP VT Transportation Survey

AARP Vermont commissioned Pacific Market Research to conduct telephone interviews with 800 Vermont residents age 18 and older in December, 2008. The results of the survey are detailed in the final report. For a full copy of the report go to: www.aarp.org/vttransportation.

Nearly all Vermont residents rely on a car to get around. However, a number of respondents traveled to their destinations in other ways – most frequently, walking or sharing rides.

- Older, lower income, and unemployed residents are more likely to have problems with transportation and get out less frequently.

Difference in Percentages of Residents Driving Daily					
(N=800)					
Age		Income		Employment	
<65	65+	<\$20K	\$75K+	Working	Not working
75%	40%	47%	80%	80%	42%

- Some 90% of respondents believe the State should help people get where they need to go if they are no longer able to drive.
- Vermonters are motivated to change their driving habits by rising gas prices and a desire to protect the environment.
- 73% of Vermonters are concerned about vehicle emissions contributing to global warming. In addition, most Vermonters are concerned about the cost of gas and change their driving habits to lessen the economic burden when prices are high.
- 54% do not believe there are adequate driving alternatives in their community and a majority of these people would like to see more alternatives. Interest in these alternatives is strong in communities where they are not available.

Two-thirds of Vermonters believe the State has a role in providing personal car driving alternatives if gas prices continue to rise and to reduce vehicle emissions.

II. 2. Travel Behavior

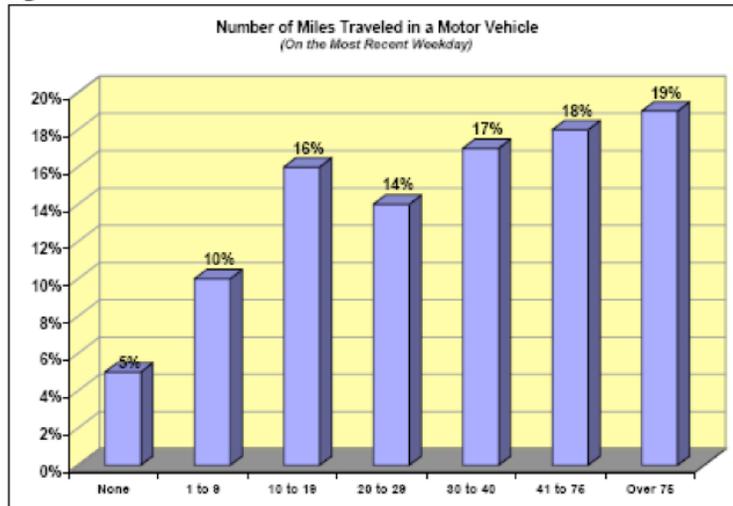
II. 2. A. Travel Behavior: Household Level

Trip Purpose	Auto	Transit	Bike/Walk
Home-Based Work	92.4%	3.4%	3.2%
Home-Based Non-Work	82.6%	.6%	12.6%
Non-Home-Based Trips	87.5%	1.0%	8.3%

2001 New England National Household Travel Survey

II. 2. B. Vermonters Driving More

Figure 8. Number of Miles Traveled in a Motor Vehicle

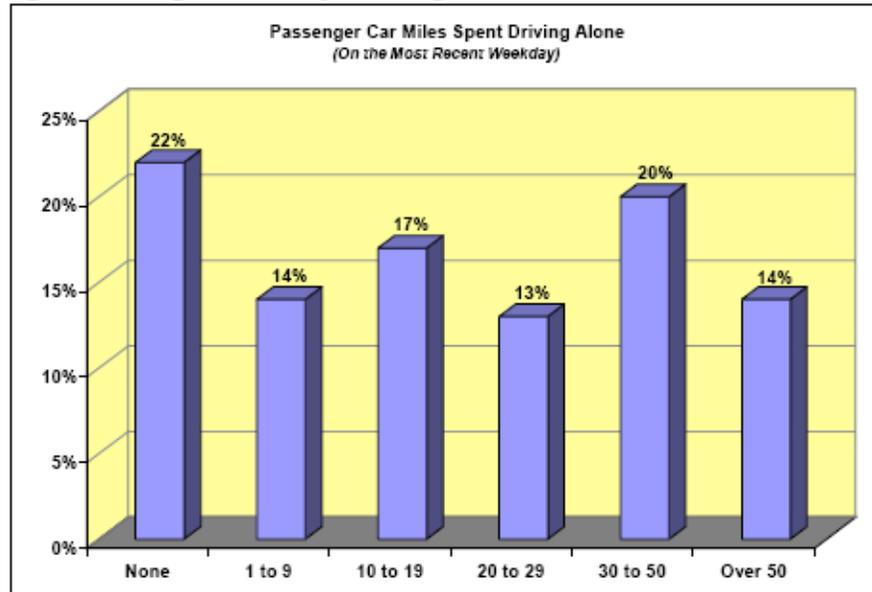


Source: 2006 Vermont Long Range Transportation Plan

- The average estimated number of miles traveled by Vermont residents surveyed was 52.5 miles per day.
- The estimated distance traveled on an average day has increased significantly from the 36 miles reported in June 2000—46 percent increase in five years. No comparison was available from the 1995 survey.

II. 2. C. Driving Alone Increases

Figure 9. Passenger Car Miles Spent Driving Alone

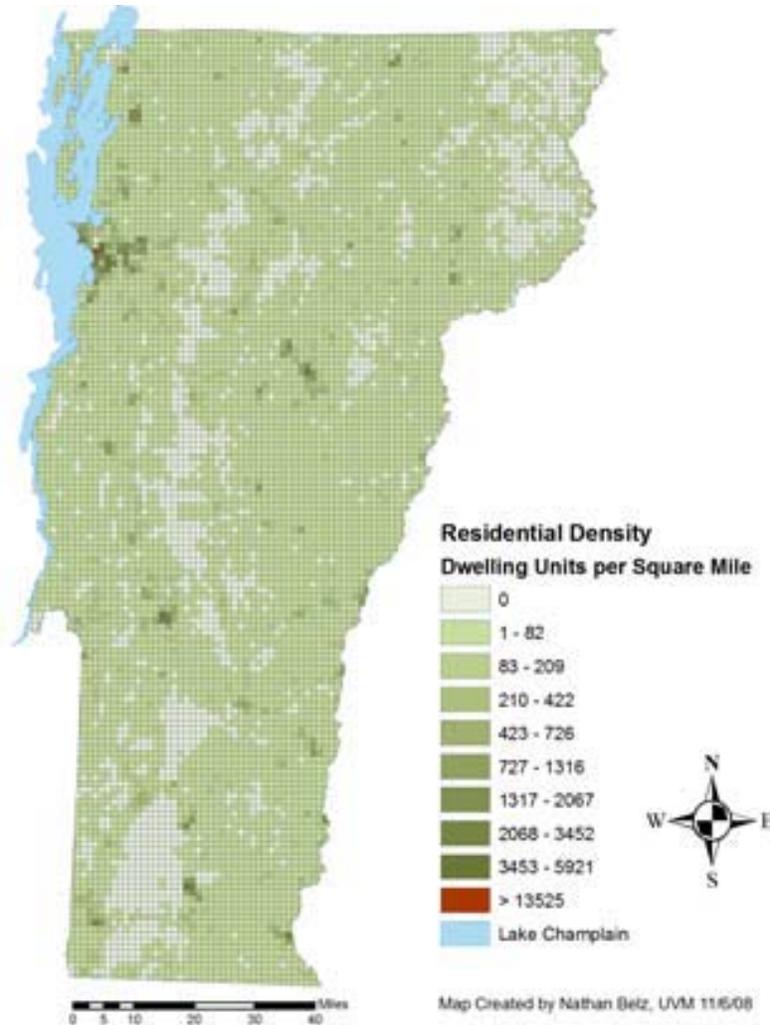


Source: 2006 Vermont Long Range Transportation Plan

- The average number of miles traveled alone was 37.6 miles, which compares to only 28 miles in June 2000—a 34% increase in mileage traveled alone.

II. 3. Opportunities to Use Transit

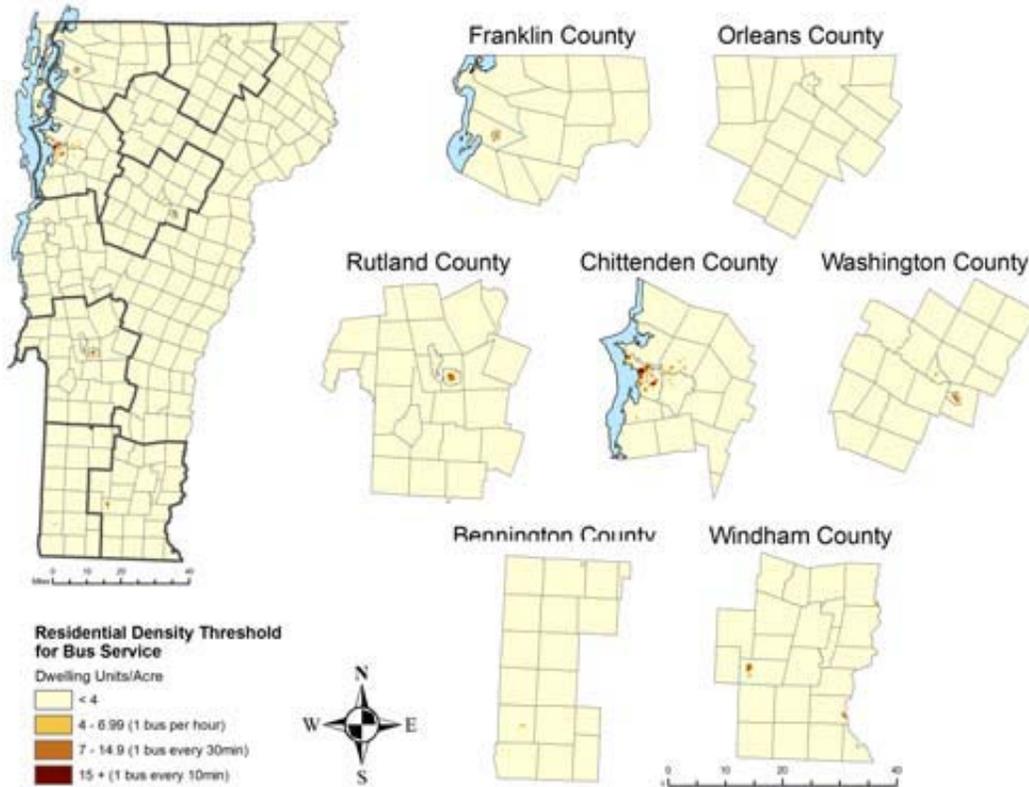
II. 3. A. Residential Density in Vermont



Source: Transportation Research Center, University of Vermont 2008

- Vermont is 61.8% rural as defined by the U.S. Census Bureau—the most rural state in the country.

II. 3. B. Transit Supportive Areas

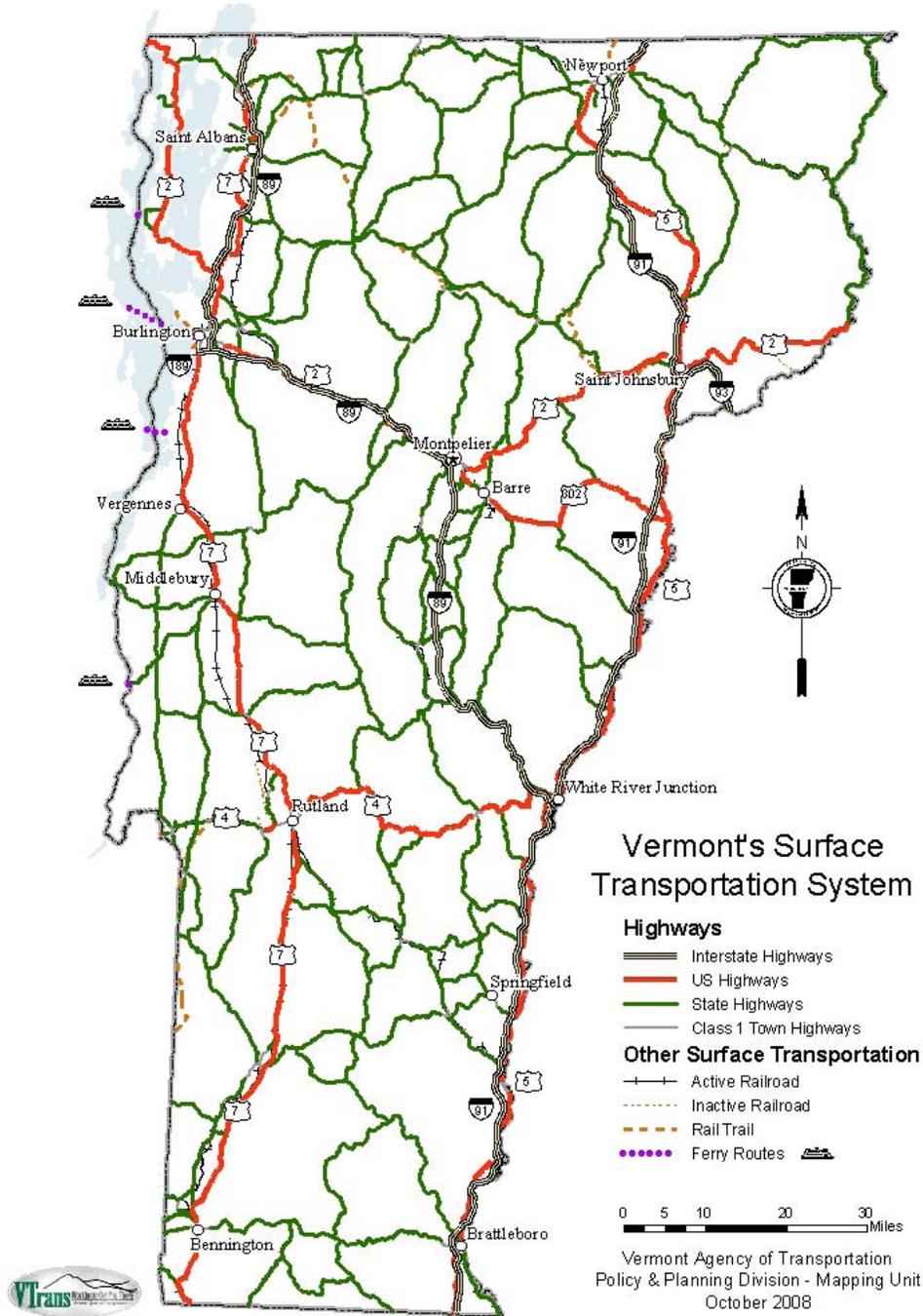


Source: Transportation Research Center, University of Vermont 2008

- Residential densities in Vermont often present a challenge to traditional fixed route bus services.

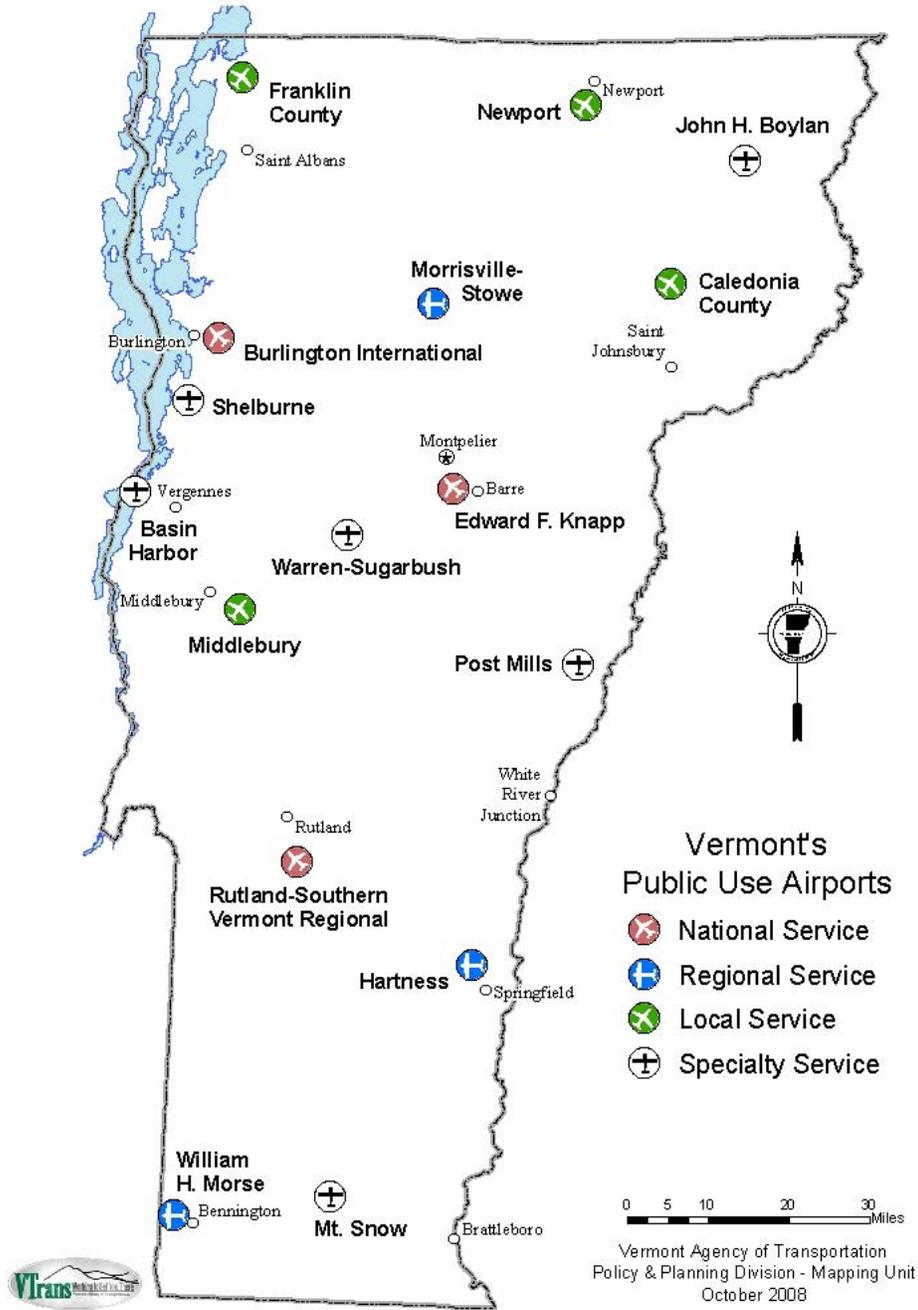
II. 4. Existing Networks & Systems

II. 4. A. Vermont's Surface Transportation System



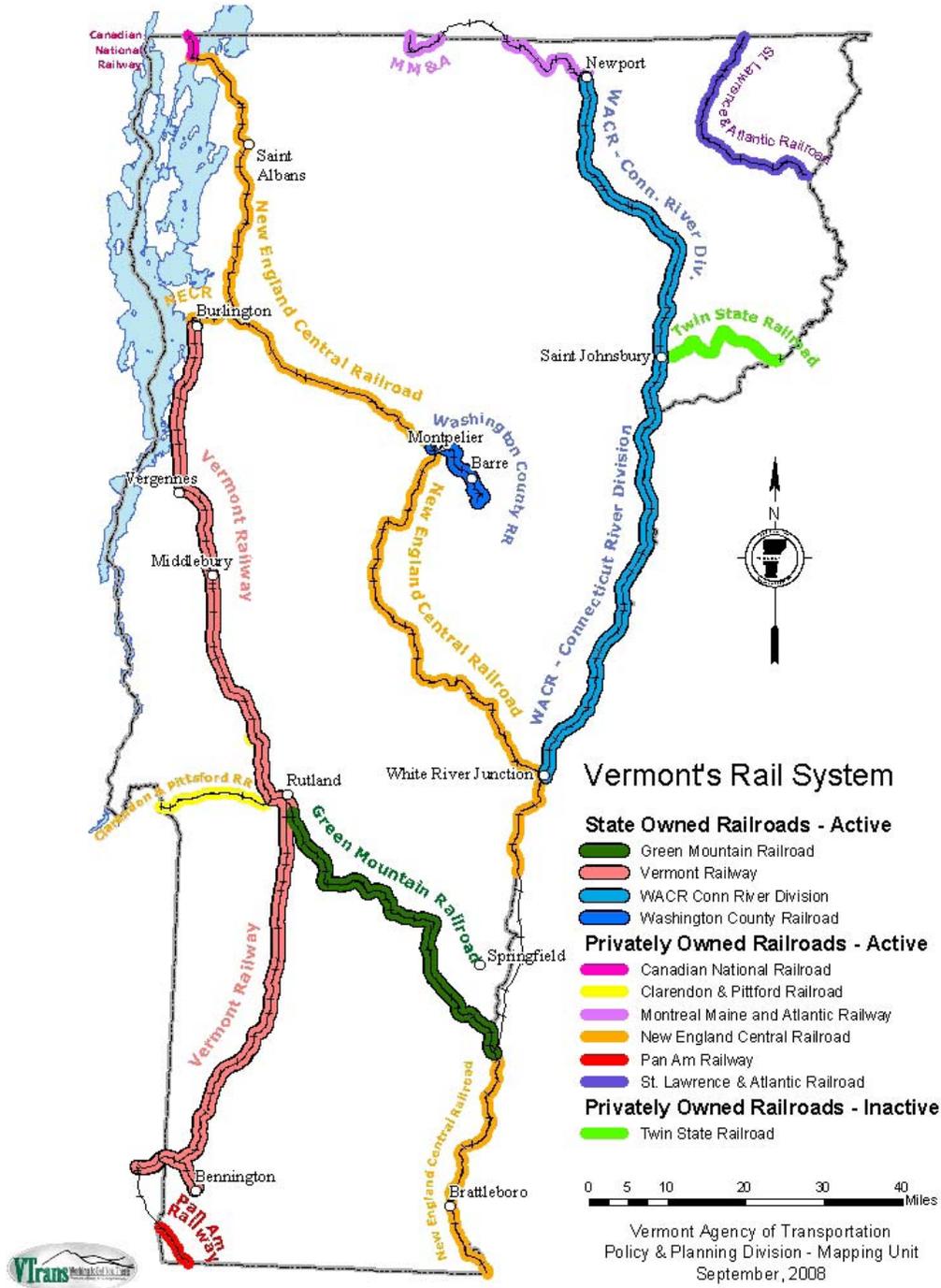
Source: Vermont Long Range Transportation Business Plan, 2009

II. 4. B. Location and Functional Class of Vermont's Airports



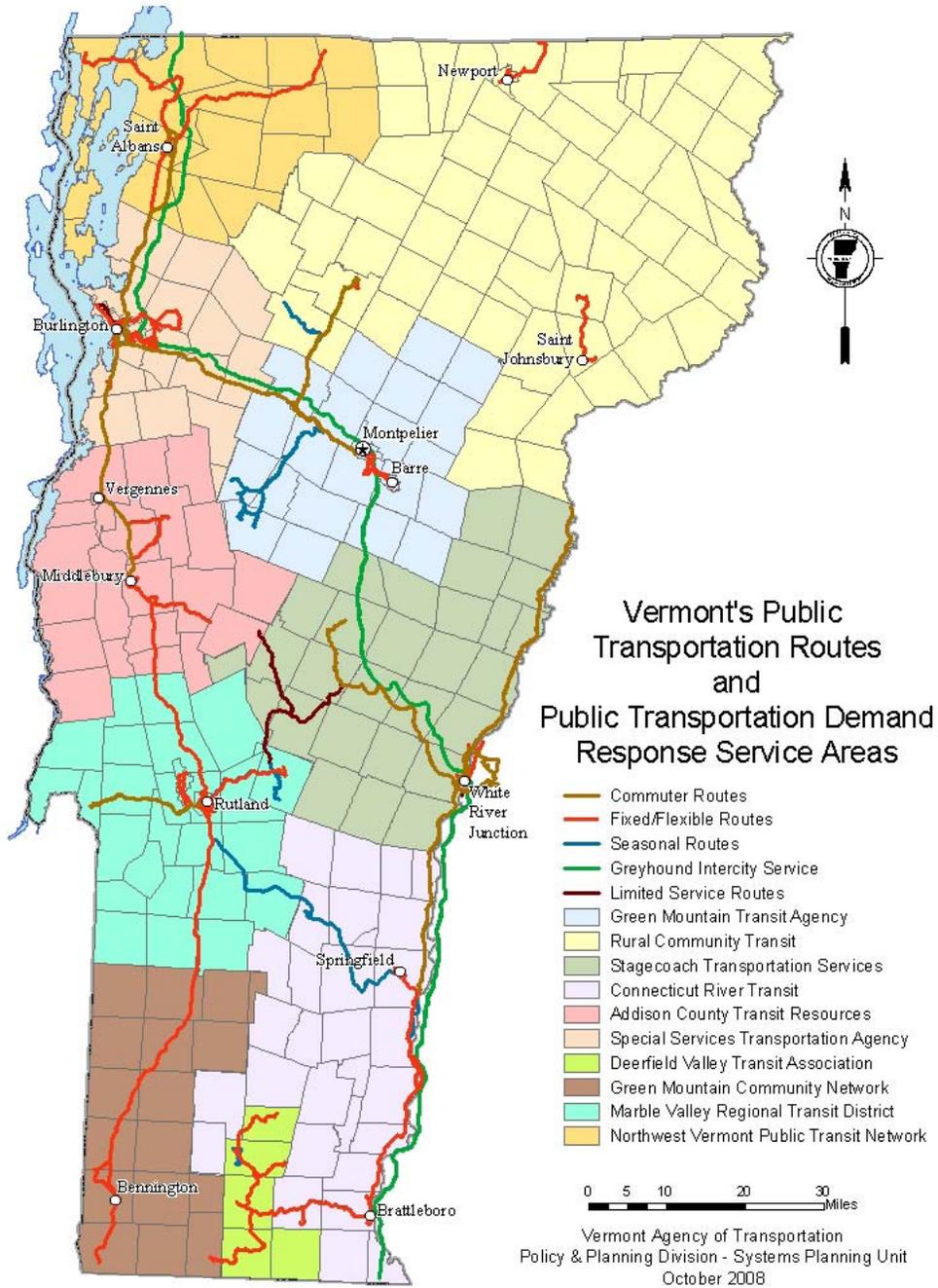
Source: Vermont Long Range Transportation Business Plan, 2009

II. 4. C. Vermont's Existing Rail System



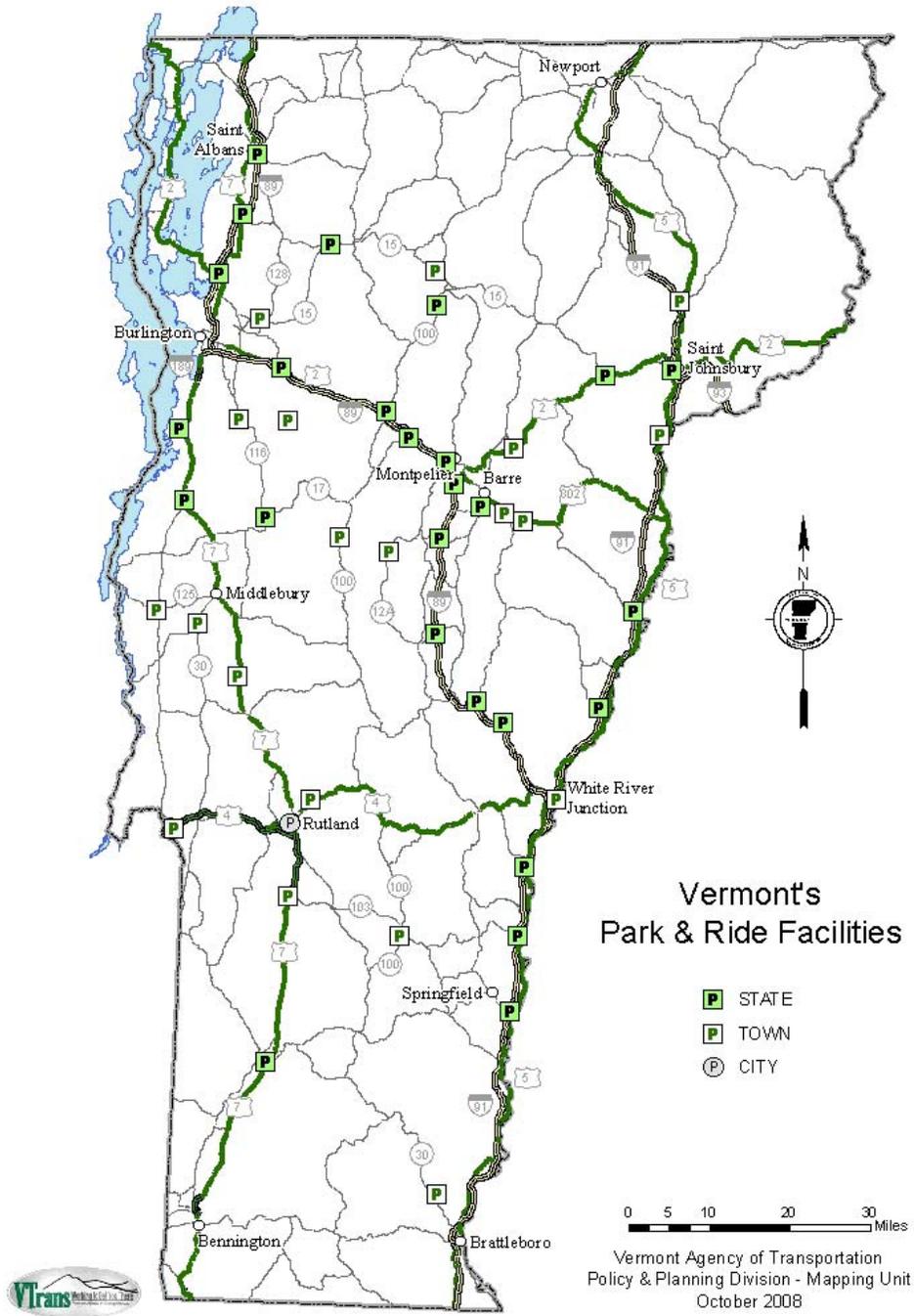
Source: Vermont Long Range Transportation Business Plan, 2009

II. 4. D. Vermont's Public Transportation Service Locations



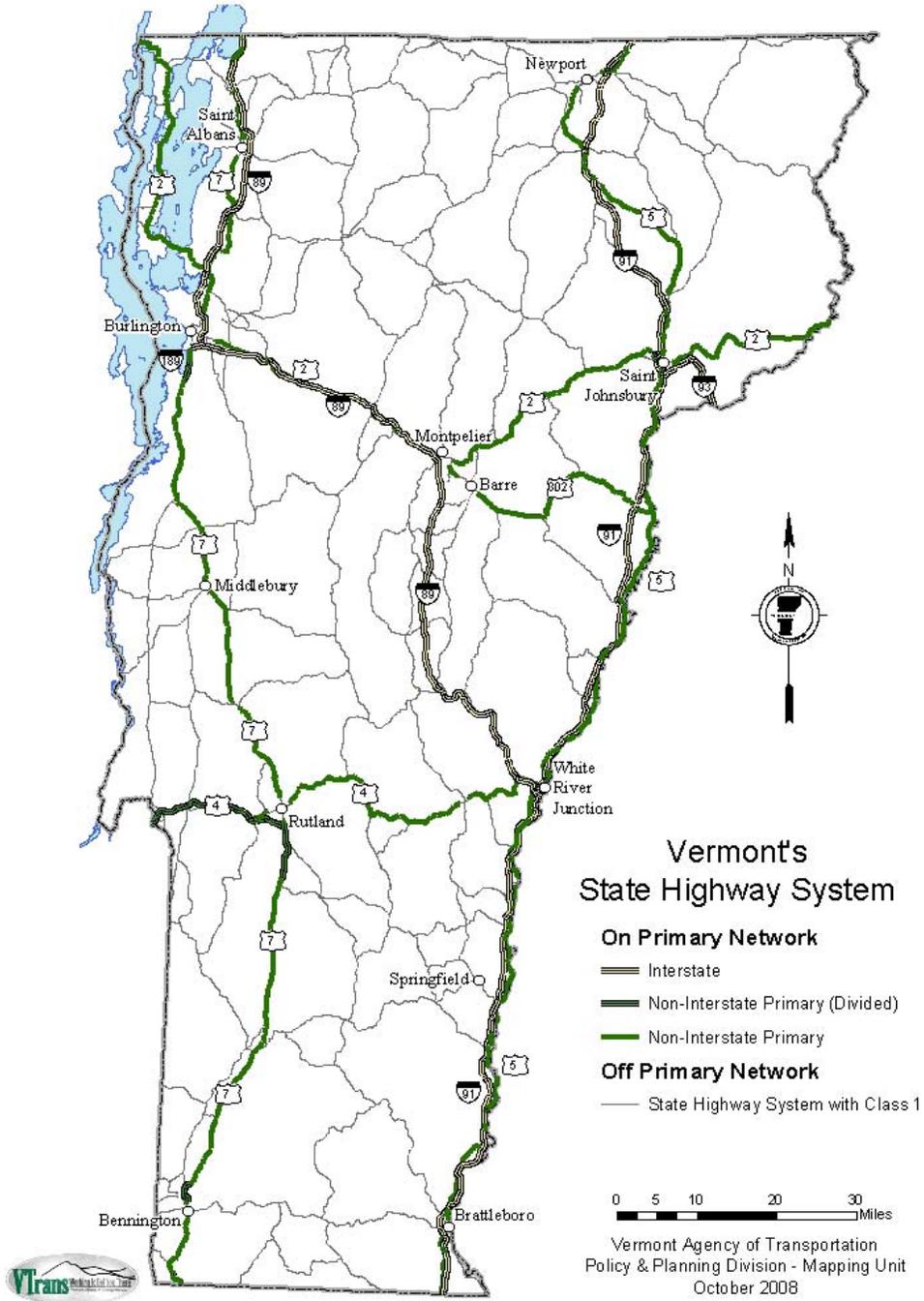
Source: Vermont Long Range Transportation Business Plan, 2009

II. 4. E. Vermont's Park and Ride Facility Locations



Source: Vermont Long Range Transportation Business Plan, 2009

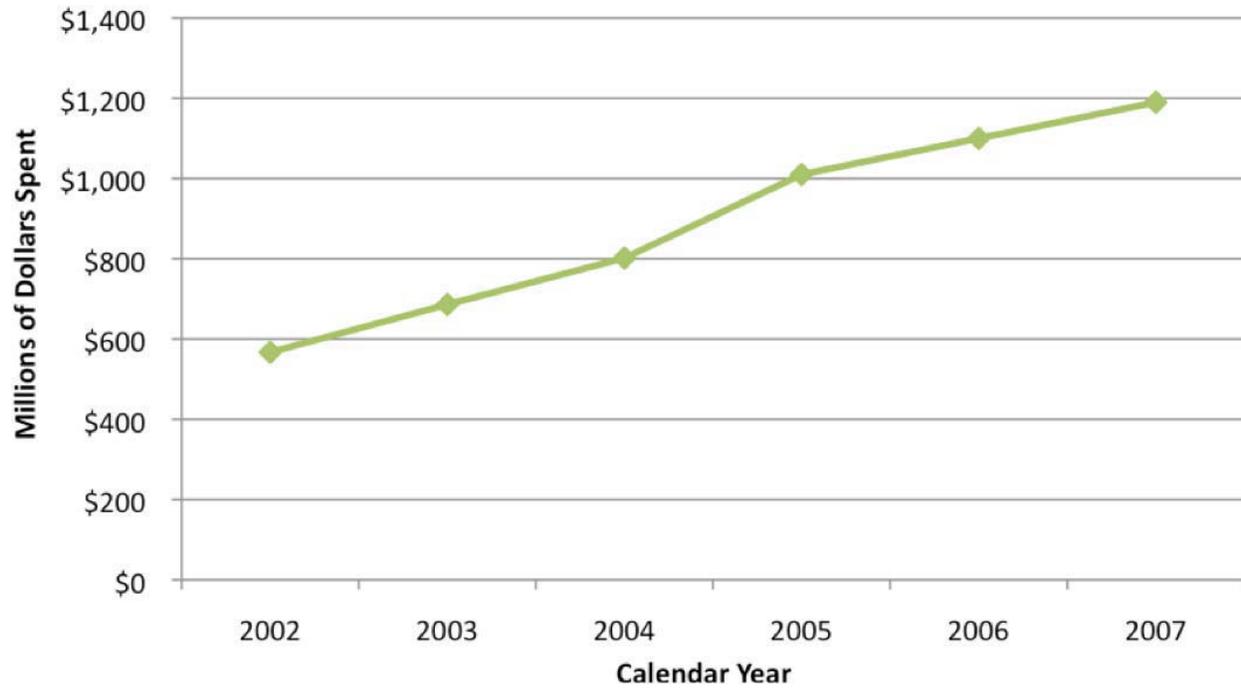
II. 4. F. Vermont's State Highway System



Source: Vermont Long Range Transportation Business Plan, 2009

II. 5. Costs

II. 5. A. Total Annual Spending for the Purchase of Petroleum in Vermont



In 2007, the total annual spending for the purchase of petroleum in Vermont was nearly \$1.2 billion, compared to less than \$600 million in 2002.

II. 5. B. Appropriations/ Expenditures on VT Modes

Table 4-1. Total Appropriated by Fiscal Year ^[14]

Budget line items*	FY 2004	FY2005	FY2006	FY2007
Paving & maintenance	24 %	23 %	27 %	25 %
Roadway	18 %	21 %	15 %	16 %
Bridges (incl. maintenance)	9 %	8 %	9 %	9 %
Town Programs	16 %	15 %	16 %	15 %
Finance, Planning, DMV	10 %	10 %	11 %	9 %
Public transit	3 %	4 %	4 %	4 %
Bike and Pedestrian	2 %	1 %	1 %	1 %
Park & ride	<1 %	<1 %	1 %	<1 %
Multi-modal	<1 %	<1 %	<1 %	<1 %
Rail	4 %	3 %	3 %	5 %
Total transportation budget in Millions of Dollars	\$354	\$368	\$354	\$454

Table 4-2. Total Expended by Fiscal year ^[14]

Budget line items*	FY 2004	FY2005	FY2006	FY2007
Paving & maintenance	28 %	27 %	28 %	29 %
Roadway	13 %	16 %	15 %	14 %
Bridges (incl. maintenance)	6 %	10 %	8 %	9 %
Town Programs	16 %	16 %	15 %	17 %
Finance, Planning, DMV	12 %	11 %	11 %	12 %
Public transit	4 %	4 %	4 %	4 %
Pedestrian & bike	2 %	1 %	1 %	1 %
Park & ride	<1 %	<1 %	<1 %	<1 %
Multi-modal	<1 %	<1 %	<1 %	<1 %
Rail	3 %	2 %	2 %	3 %
Total transportation expenditures in Millions	\$300	\$328	\$338	\$388

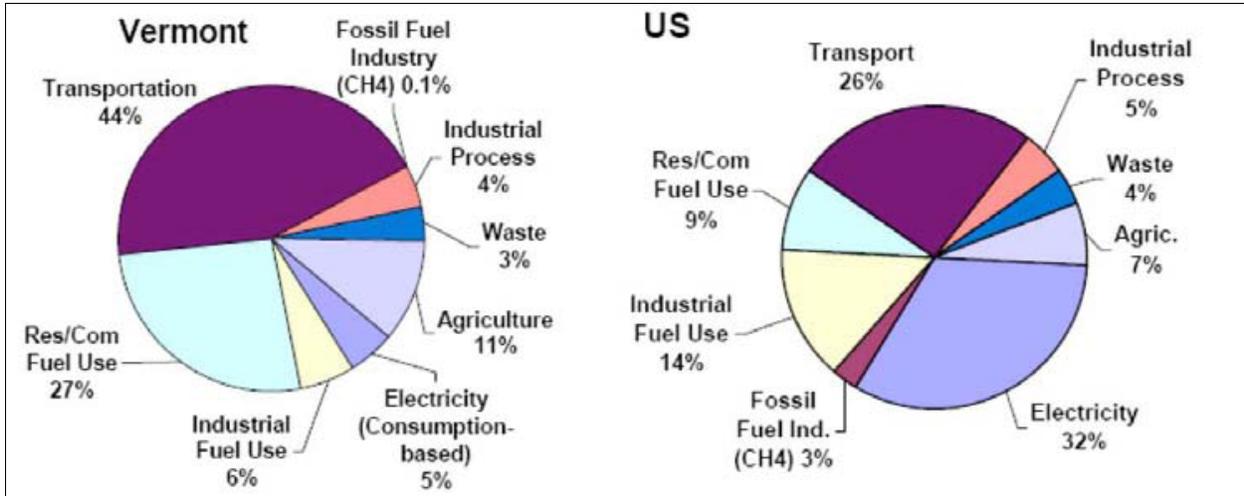
- Alternate transportation modes, including public transit, pedestrian and bike, park and rides, multi-modal, and rail receive and spend less than 10% of Vermont's transportation budget.

II. 5. C. Vermont Transportation Expenditures

- \$.045 billion: total expenditures reported by school districts for transportation (2006-7)
- \$1.2 billion: total expenditures for the purchase of petroleum in Vermont (CY 2007)
- \$.11 billion: total purchase and use tax paid (CY 2007)
- \$1.83 billion: expenditures on motor vehicle purchases (CY 2007 P&U tax /.06% tax rate)
- \$.14 billion: motor vehicle fees (CY 2007)
- \$.39 billion: expenditures by the Vermont Agency of Transportation (FY 2007)
- \$ ~.21 billion: expenditures by Vermont Municipalities on Transportation (best guess using 60% of PVR total municipal property taxes collected)
- \$.37 billion: expenditures on auto insurance (avg. exp. x licenses)
- **\$4.3 BILLION : Total expenditures Public and Private on transportation in Vermont**

II. 6. Environmental Implications

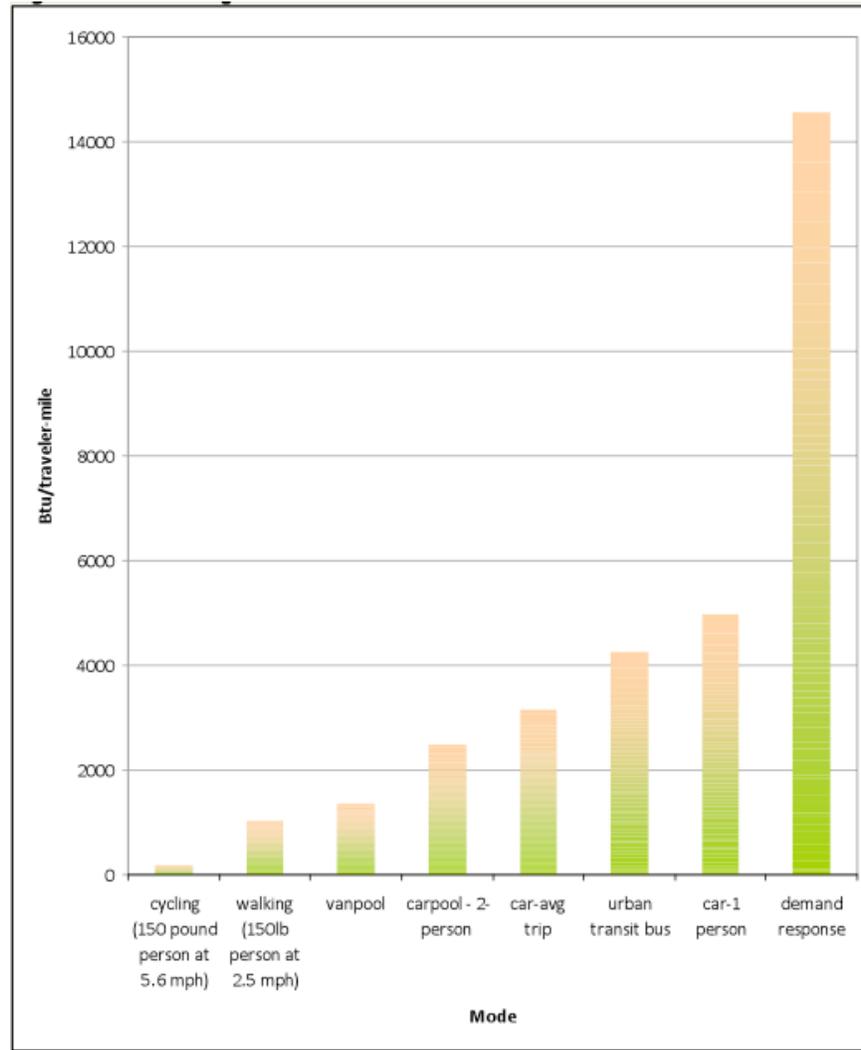
II. 6. A. Average U.S. and Vermont Emissions Data by Sector



Source: Governor's Commission on Climate Change: Inventory and Forecast, June 2007

- Emissions from the transportation in Vermont account for 44% of overall emissions, compared to the national average of 26%.

II. 6. B. Energy Dependence of Modes



- Single occupancy vehicle travel is among the highest energy dependent modes of transportation, second only to demand response travel.
- In Vermont energy used for transportation accounts for 30% of energy used.

II. 7. Federal Policy Opportunities

II. 7. A. SAFETEA-LU and Surface Transportation Policy Reauthorization

On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) was signed into law for the years 2005-2009. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history.

The Bill is currently up for reauthorization.

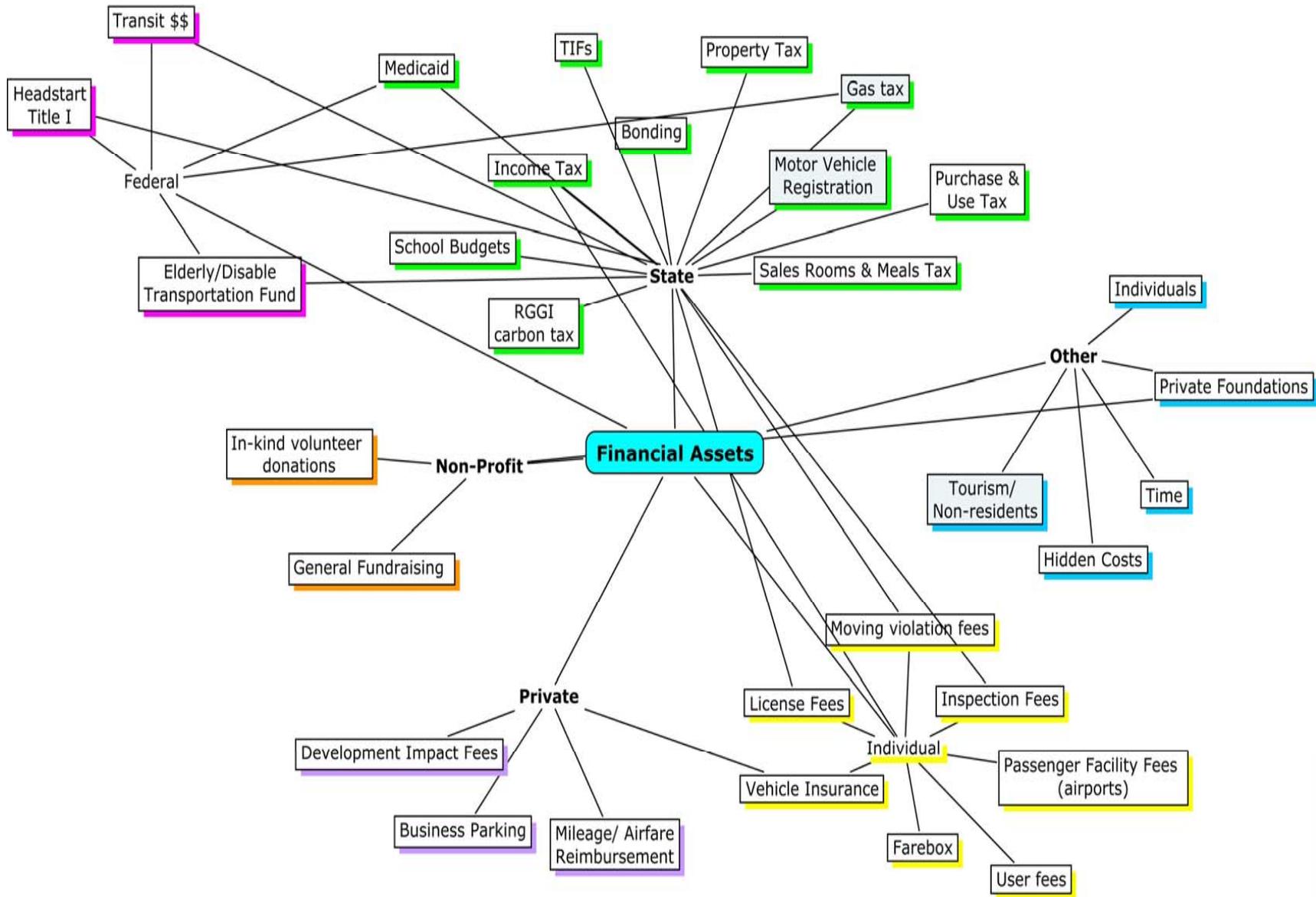
II. 7. B. American Recovery and Reinvestment Act is intended to:

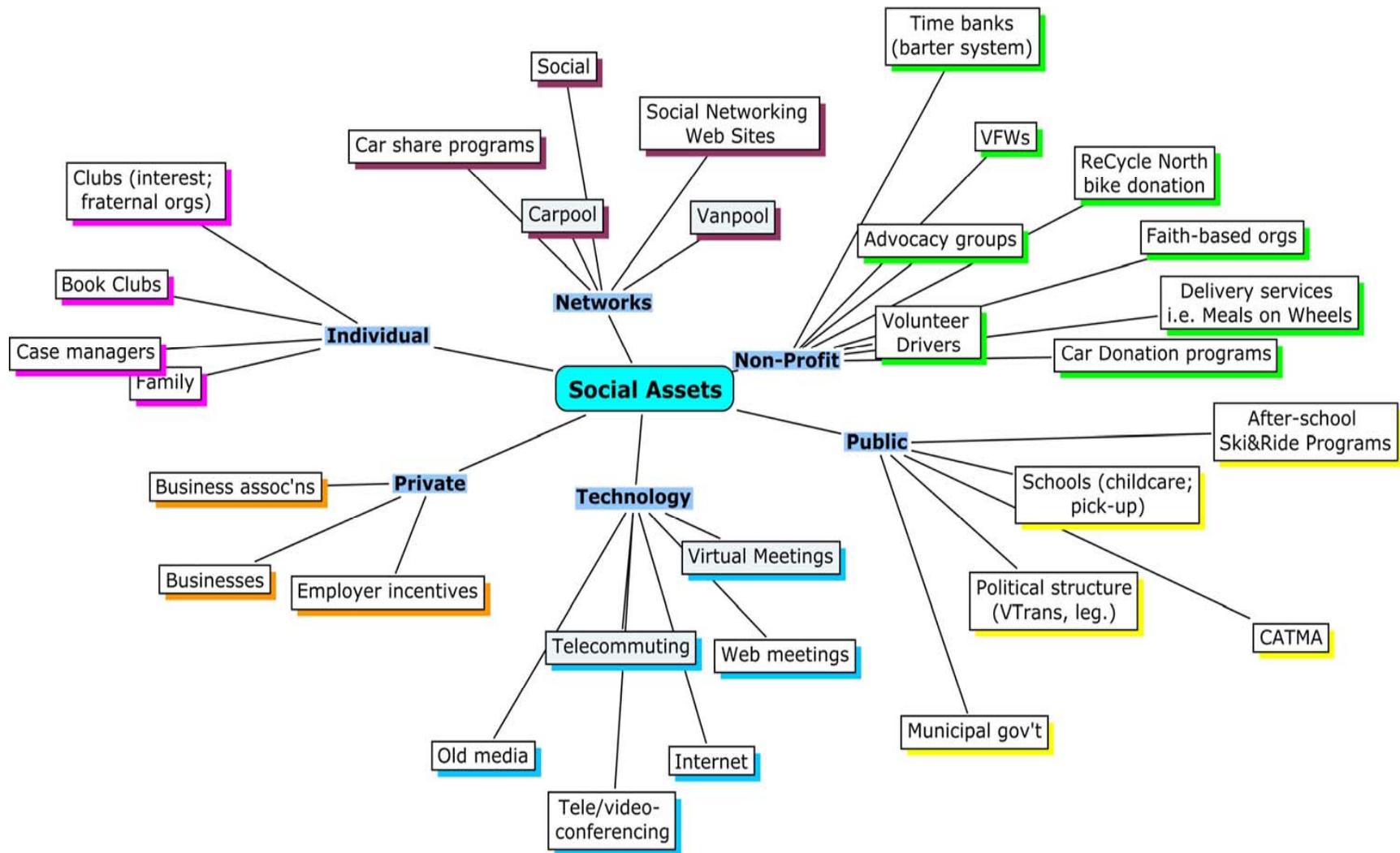
- Create or save more than 3.5 million jobs over the next two years;
- Take a big step toward computerizing Americans' health records, reducing medical errors, and saving billions in health care costs;
- **Revive the renewable energy industry and provide the capital over the next three years to eventually double domestic renewable energy capacity;**
- Undertake the largest weatherization program in history by modernizing 75 percent of federal building space and more than one million homes;
- Increase college affordability for seven million students by funding the shortfall in Pell Grants, increasing the maximum award level by \$500, and providing a new higher education tax cut to nearly four million students;
- **As part of the \$150 billion investment in new infrastructure, enact the largest increase in funding of our nation's roads, bridges, and mass transit systems since the creation of the national highway system in the 1950s;**
- Provide an \$800 Making Work Pay tax credit for 129 million working households, and cut taxes for the families of millions of children through an expansion of the Child Tax Credit;
- Require unprecedented levels of transparency, oversight, and accountability.

(recovery.gov, retrieved May 2009)

II. 7. C. The American Clean Energy and Security Act of 2009

This bill contains comprehensive national climate and energy legislation and calls for an economy-wide, greenhouse gas cap-and-trade system and critical complementary measures to help address climate change and build a clean energy economy. It also introduces legislation to cut vehicle emission standards and provide funding to improve the infrastructure for plug-in hybrid electric vehicles.





III. KEY PRINCIPLES IN MOVING PEOPLE AND MOVING FORWARD

III. 1. Statement of Principles: Transporting the Public

(Originally drafted by the Transporting the Public committee, convened by AARP-VT and The Snelling Center for Government, January-April 2009. Endorsed by: AARP-VT, C.I.D.E.R., CCTA, Vermont Association of Area Agencies on Aging, Vermont Bicycle and Pedestrian Coalition, Vermont Association of Planning and Development Agencies, Vermont Natural Resource Council, Vermont Rail Action Network, NRG Systems, Smart Growth Vermont, Vermont Center for Independent Living) (as of 6.3.09)

We support the following principles as a framework for transitioning our current transportation planning in Vermont to focus on “transporting the public” and the corresponding public, economic and environmental benefits:

1. Additional, varied, interconnected and improved transportation options are needed to provide all Vermonters with access to jobs, shopping, education, services, recreation, social opportunities and housing.
2. A robust and efficient statewide system for transporting the public is essential to Vermont’s quality of life and future well-being as it will strengthen the economy, assure access to services and reduce isolation; protect and enhance the quality of the natural environment; promote energy conservation; use alternative fuels and reduce dependence on foreign oil.
3. Increasing options for transporting the public will benefit individual health and well-being, reduce isolation, improve physical and mental health, and improve access to economic and employment opportunities.
4. Addressing transit, bicycle, and pedestrian needs in the siting and design of development contributes to the vibrancy of our communities and businesses. New growth should be concentrated within town centers to connect housing, employment, commerce, community and health services.
5. Integrating land use and transportation policy development, planning and implementation is essential at all levels.
6. Full funding is essential to increase mobility, access, quality, and the range of transportation options.
7. Determining funding options must include a true accounting of the costs of the existing system (public and private) borne by all participants and sectors, consideration of new resources and creative solutions such as more flexible spending of existing funds.
8. Maximizing efficiency, improving access, and increasing transportation options by including transportation demand and costs in the design and implementation of health, human, education and economic services, is necessary.
9. In order to move to take a holistic approach to transporting the public, we need to include a range of stakeholders in the planning and resource allocation processes.

III. 2. Discussion Guide 1

Part 1- Introductions & Overview **10 minutes**

Purpose:

- Identify why participants care about transporting the public and the core values that they believe should be considered in future planning
- Review principles developed by the initial workgroup, consider alignment with participant values and identify any thematic gaps

1. Say your name, where you are from/organization and why you decided to come today.
2. Read the guidelines below out loud and determine if the group is willing to adopt these.
 - Be respectful.
 - Everyone gets a fair hearing.
 - Share “air time.”
 - One person speaks at a time. Speak for yourself, not for others.
 - If you are offended or upset, say so, and say why.
 - You can disagree, but don’t make it personal. Stick to the issue.
 - Everyone helps the facilitator keep us moving and on track

Part 2 – Discussion **30 minutes**

1. **Talk in pairs** using the following questions. (5 mins)

- Talk about your personal mobility.
- How do you usually get around?
- What challenges have you noticed? For yourself? Your family? Community? Constituents?
- What improvements would you like to see in the future?

2. **Review** the Statement of Principles (5 mins)

- Take turns reading the principles out loud
- Underline the key phrases that you think speak to the core challenges and opportunities for the future

3. **Discussion questions** (20 min)

- How well are the issues that you discussed reflected in the principles?
- Are there any critical concepts you identified that are not in the principles that need to be added to reflect your core values and concerns?

Part 3 Conclusion **5 minutes**

1. **Identify** any new critical concepts discussed that you would like brought forward.

IV. INTERESTING INNOVATIONS AND POSSIBILITIES

IV. 1. Autumn Harp & VPSI Vanpool Program

Autumn Harp Inc. worked with VTrans and VPSI, Inc. to create a commuter vanpool for their employees in May 2009 when the company moved from Bristol to Essex Junction. VPSI, Inc is the third-party vanpool provider to coordinate these services in Vermont. To be eligible, a group of 7-15 people must devise a commuter trip that works for everyone. The group chooses a primary driver, back-up driver and the overall vanpool coordinator (many times an individual will be both a driver and coordinator). Representatives from VPSI offer 30-day contracts for the drivers and coordinator (automatically renewed each month). The newly formed vanpool group will receive a new van within 15-30 days, and from that time forward, the participants will make monthly payments. Maintenance, insurance, and fare collection are managed by VPSI. The final costs for each vanpool group is different (depending on the vehicle chosen, number of participants, and total miles driven), but case studies suggest that 10 people going 70 miles per day could expect to pay between \$90-\$115 per month per person. VTrans subsidizes each of Autumn Harp's three employee vanpools at \$500.

IV. 2. Green Mountain Coffee Roasters

GMCR recently expanded their production facilities to a second location in Essex Junction, Vermont. They are currently working with Green Mountain Transit Agency and Chittenden County Transportation Authority to establish a bus service for employees. Federal funding for transit services require a 20% local match.

IV. 3. Good News Garage: *Ready To Go*

The Good News Garage is a non for profit organization that enhances the ability for low-income individuals to benefit from economic opportunity. *Ready To Go*, a statewide program of Good News Garage, is an on-demand van transportation service designed to assist TANF (Temporary Assistance for Needy Families) recipients in Vermont to get to work and other related destinations, such as job interviews, job training, school and childcare. *Ready To Go* provides more than 60,000 rides annually and is available to people referred to Good News Garage by either the State of Vermont or by businesses and organizations that contract with Good News Garage. *Ready To Go* is serviced by donated Dodge, Plymouth, and Chrysler minivans. The *Ready To Go* program is currently exploring opportunities to expand their services to include Medicaid rides in Franklin and Chittenden County, and rides to vocational rehabilitation services in Morrisville, Barre, and Middlebury.

IV. 4. Hinesburg Rides

A community-based transportation program of neighbors helping and working with neighbors, Hinesburg Rides is designed to address the wide range of transportation needs of all Hinesburg residents, employees, and employers and was initially funded through a federal United We Ride grant. The **Volunteer Driver Program** is intended to meet the needs of all Hinesburg residents by providing rides to doctors' appointments, therapy, grocery store, post office, bank, and other

approved needs. To date, a small group of Hinesburg residents have agreed to use their own cars to provide needed transportation. The Elderly & Disabled matching state grant provides additional funding for the Volunteer Driver program. The **Commuter Carpool Program** is a rideshare and match program coordinated by Hinesburg Rides with funding from the Transportation Action Grant. The **Local Employer Transportation Program** works with local employers such as NRG Systems to coordinate various low-cost initiatives for providing better commuting options, i.e., vans, carpooling, bus, etc. The initiative will help protect our environment, reduce cost of travel, and enable employers to employ and retain employees.

IV. 5. Champlain Islanders Developing Essential Resources (C.I.D.E.R)

Initially a completely volunteer based program, C.I.D.E.R. provided information and referral, and a variety of personal services such as rides to medical appointments, reassurance calls, and friendly visitors. C.I.D.E.R. continues to rely heavily upon volunteers, and over 130 different individuals provide assistance in some fashion. The Vermont Agency of Transportation provided funding for wheelchair-accessible vehicles and transportation for medical appointments, senior meals, and grocery shopping provided by C.I.D.E.R. Additionally, C.I.D.E.R. provides a range of other programs and services for older adults.

IV. 6. Pedestrian and Bicycle Plan for Hartford, Vermont

The Hartford Pedestrian and Bicycle Steering Committee released its final draft of a Pedestrian and Bicycle Plan for Hartford, Vermont. The plan is a comprehensive assessment of conditions and needs for the entire town, including a facility inventory and assessment, guidelines for designing bicycle and pedestrian facilities, recommendations for bicycle parking, school pedestrian and bicycle transportation, street and driveway crossings, public transportation, special projects, and project prioritization. The plan also includes action items to implement in order for the town to meet certain goals within the next five years. The plan is currently pending adoption by the Select board.

IV. 7. Thompson Senior Center, Woodstock, VT

The Thompson Senior Center has two vehicles available to provide transportation to seniors in the community. One vehicle is used primarily to provide on-demand transportation to medical appointments at local and Upper Valley doctors, dentists, physical therapy and hospitals for seniors and others in the community without available transportation. This van is also used for rides to local and Upper Valley shopping. Shopping trips are often combined with trips to medical appointments. The second vehicle provides transportation from seniors' homes to the Center and back. In addition, this vehicle takes the seniors to local stores and is used for one of the four routes for the Meals-on-Wheels program.

Both vans are used for program transportation. A paid driver, volunteer driver, or staff member drives the van to daytime and evening programs and social events. Often, volunteer drivers are compensated with free tickets to these events.

The Center employs drivers to run the vehicles, which were funded through the Federal 5310 Program and awarded to the local transient provider, Stagecoach Transportation Services, Inc. Stagecoach, in turn, leases the vehicles to the Center for \$1, and the Center assumes all operating costs. Stagecoach and Thompson Senior Center collaborate to provide on-demand medical transportation for the Greater Woodstock region. The Center receives reimbursement for these rides through the Ticket to Ride program, a part of the state's Elderly and Disabled funding stream.

IV. 8. Redeveloping Old Strip Malls

Around the state, many communities face the challenge of strip development. Development Company, LLC has taken a South Burlington suburban style shopping plaza and created a new neighborhood. The O'Dell Parkway Neighborhood demonstrates how redevelopment of existing shopping plazas can offer convenient access to grocery stores, pharmacies, household goods, and bus transportation and recreation paths. The company received a 2006 Smart Growth Award for this project.

Brattleboro had the vision to create a master plan for Putney Road, a commercial and industrial strip, where people access businesses mainly by car. The plan proposes a framework to allow this strip to develop as a compact area with a variety of businesses and homes connected by pedestrian friendly streets.

V. GENERATING ACTION IDEAS

V. 1. Discussion Guide 2

Part 1 – Exploring Opportunities and Actions 15 minutes

Purpose/process:

- Brainstorm policy ideas and actions that would help to improve mobility in ways that also ensure healthy communities, support a robust economy and protect our natural environment
- Discuss ideas
- Identify top 2 ideas to share with all participants and for voting

1. Take turns **reading** the descriptions of innovations and action ideas. (5 min)

Action Ideas:

- A. Businesses that support employees using transit, bicycle, telecommute, or other modes for commuting receive a business energy tax credit.
- B. Individuals that use transit, bicycle, telecommute, or other modes for commuting receive an individual energy tax credit.
- C. Employers work with state program to obtain vehicles and organize vanpools for employees.
- D. Community-based organizations receive start-up funds through state grants to create volunteer driver programs to increase mobility for seniors and people with disabilities.
- E. Local employers that partner with towns of concentrated employee residences (e.g. "bedroom" communities) to expand transit services contribute decreased "match" share for federal grants.
- F. Communities have access to federal or state grants to conduct community assessments to identify options and improve walking/biking facilities.
- G. Community organizations providing transportation services are able to combine multiple streams of funding to allow flexibility to the service provider and the user for multiple purposes (e.g. medical appointments, social engagements, work, shopping)
- H. Community organizations providing transportation services to veterans for vocational rehabilitations receive reimbursement through the Veteran's Benefits Administration.
- I. Major destinations and economic hubs are accessible by train, for both people and goods, through public-private collaboration.

J. Inter-modal facilities such as Park & Rides linked to transit are planned and supported throughout the state to reduce personal vehicle use.

K. All new social service locations incorporate transit services in planning stage to ensure broad access for all community members.

L. State regulations encourage greater residential density in urban and village centers to create communities that support transit opportunities.

2. **Brainstorm additional** policies, programs or actions (10 min)

- What other innovative policies or programs are not described here?
- What other actions would be beneficial to improve mobility in ways that also support a robust economy, ensure healthy communities and protect our natural environment?

Part 2 – Prioritizing our Ideas

45 minutes

1. **Make a case** for the most important **actions** (20 min)

- Which of the actions seem most important to pursue?
- Which seem like they could be most important or helpful for improving mobility in Vermont?

2. **Individually** note your two top picks using sticky dots (3 min)

3. **Review each of the top 5-8 action** ideas and note how it aligns with the principles that can be translated into policy goals and action. This is intended to help identify actions that meet multiple goals. (10 min)

Part 3 – Determining Final Recommendations

15 minutes

1. **Vote a second time** using the dots. Each person only gets two (2) dots.

2. **Review the results** as a group, and **select two** top actions to share with others at the forum. These will be put to a vote by all participants in the next section of the agenda.

NOTES